

Books.

The Builders' Price Book, for 1852. By W. LAXTON, Architect.

THE new edition of Mr. Laxton's Price Book, of which there have now been twenty-nine issues, contains a large amount of indispensable information, comprising upwards of 8,000 prices, and 3,000 useful memoranda. It is necessary always to remember in referring to it, that the prices allowed are for materials and workmanship of the best description. The modifications of the Buildings Act are given.

The Dictionary of Domestic Medicine. By Dr. SPENCER THOMPSON. London, Groombridge. Part I.

THIS promises to be a very useful work. Sanitary information is very properly included.

Post Magazine Almanac, 1852. Pateman, Fleet-street.

THIS almanac is especially noticeable for the extent of its references to assurance companies. The number of new companies given is very extraordinary.

Amboglanna: Papers communicated to the Society of Antiquaries of Newcastle-on-Tyne. By H. GLASFORD POTTER, F.L.S., F.G.S., &c. 1851.

THESE papers contain an account of some interesting discoveries of gateways, &c. recently made at Birdswald, the Amboglanna of the Romans, and the twelfth city or station on the great wall. They are illustrated by sketches, and a restoration of the Decuman-gate, which, however, we would not like to be called upon to swear to as an exact representation.

The History of the Church of England from the Revolution to the last Acts of Convocation, A.D. 1688—1717. By the Rev. WILLIAM PALIN, M.A. (Trin. Coll. Cam.), Rector of Stifford, Essex. Rivington, St. Paul's Churchyard. 1851.

EVERY student of architecture ought to make himself acquainted with the history of the church, whose edifices he may be called upon to restore or to design. The present volume is, moreover, additionally interesting to the architectural student, since it comprises the reign of that renowned builder of churches Queen Anne. The author intends, should the present volume meet with the patronage which it merits, to continue the work down to the present time, a desideratum still in ecclesiastical history.

Miscellaneous.

STOKE ATHENSUM.—The members of the Stoke Athenæum had their fifth annual conversation on Tuesday in last week, when about 800 persons met, including the Duchess of Sutherland, who is the patroness of the institution, the Marchioness of Stafford, Lady Constance Gower, Earls Grosvenor and Harrowby, and other persons of note. Several hundreds were refused tickets from want of room in the town hall, where the conversation was held. The chair was occupied by Mr. Smith Child, who addressed the meeting in an appropriate speech, at the close of which he contrasted the advantages and comforts of modern times with the state of things a few centuries ago. "If any evidence," said the speaker, "be asked for as a proof that man is better from acquiring knowledge, we can show man's progress, his advance in all the arts and sciences of life, and, what comes home to all, the increase of his comforts, the improvement in his physical condition, consequent upon the cultivation of his intellect. How superior is the condition of a working man of the present day, as compared not merely with that of a peasant, but with that of a noble of a few centuries ago. How many luxuries can he cheaply purchase, which the noble then could not procure at all, or only at great cost. How superior is his dwelling, in all essential comforts. How many foreign productions are enjoyed by him without a thought, which would have

been wonders to the ancient noble. Above all, how is he raised in the social scale by the advancement of knowledge: the peasant's son, without any qualification, but education, mental power, and character, may raise himself to sit side by side with nobles as their honoured equal; and being duly qualified, may guide the senate, or dispense the laws. How many intellectual resources, how many opportunities for gaining knowledge does the working man now enjoy, which the illiterate noble of ancient days could neither appreciate nor obtain: books were a mystery to him, and none but written books were in existence, and only purchasable at a high price: now, thanks to printing, they are plentiful and cheap."

RAILWAY JOTTINGS.—The bridge, on the Great Northern, that crosses the Witham at Little Ponton, was discovered to have given way on Saturday week. It is high, and consists of three arches, and is built on ground on the west of the natural course of the river, a new channel for which was cut to bring it under the bridge. It is supposed the damage has been occasioned by the sinking of an abutment at the end of the bridge nearest Grantham, and it has accordingly been propped up.—The influence of railways on the value of property has been well exemplified at Preston. According to the local *Guardian*, previous to the North Union Railway Company adopting Butler-street as the entrance to the booking office for the south trains, property situate there was not of the most valuable description. Owing to the above arrangement, combined with the erection of the East Lancashire Station at the foot of Butler-street, it has rapidly increased in value, a house having been sold by auction for 600*l.* the value of which some years ago was set down at 210*l.*—The North Western and the South Eastern are at length trying experiments with carriages 40 to 44 feet in length, such as we long since urged the adoption of, especially on account of the facility they would afford for guard superintendence. That curves on railways are no obstacles to the running of these carriages has been long since proved in America. The companies have at length discovered the advantages of such carriages, mounted on two four-wheeled pivoted trucks, in place of the present ones, with their disproportionate dead weight. We trust they will at the same time look to the free transit of guards along the line of trains made up of these carriages, so as to obviate accidents, &c., of various kinds.—The railway round Paris, which is to unite all the stations, has already been begun between La Villette and La Chapelle. Although the concession of this portion to the Strasbourg Company allows a year for its completion, the contractor has engaged to finish it before the end of January.

STEAM ANTICIPATED.—"Bridges," said Friar Bacon, "unsupported by arches, can be made to span the foaming current: man shall descend to the bottom of the ocean safely breathing and treading with firm step on the golden sands never brightened by the light of day. Call but the secret powers of Sol and Luna [Heat and Cold? or Hydrogen and Oxygen?] into action, and behold a single steersman, sitting at the helm, guiding the vessel which divides the waves with greater rapidity than if she had been filled with a crew of mariners toiling at the oars. And the loaded chariot, no longer encumbered by the panting steeds, darts on its course with relentless force and rapidity. Let the pure and simple elements do thy labour: bind the eternal elements, and yoke them to the same plough." Here, says a writer in *Blackwood's Magazine*, is poetry and philosophy wound together, making a wondrous chain of prophecy.

THE ROYAL SCOTTISH SOCIETY OF ARTS held their third meeting, thirty-first session, in their Hall, George-street, Edinburgh, on Monday, 8th inst., George Lees, LL.D., president, in the chair. The first of the communications read to the society was a description, accompanied with drawings, of public baths and wash-houses, established at Hawick by Mr. John Goodfellow.

THE IRON TRADE.—It is scarcely credible that the quantity of iron made at present is said to be greater than during the great railway operations. The superfluous number of makers throughout the country are therefore yet far from being swept off either by bankruptcy or otherwise. They are gradually decreasing, however, and tripping up banking and other establishments as they tumble down themselves. The great masters, it appears, have resolved to swallow up the small at once by underselling them, as they have so usually undersold the great masters. They trust thus to "render it impossible for small capitalists to continue selling at such a reduction." The meetings of the past week are admitted by the *Times* to "have imparted a very dubious tone to the market," so much so, indeed, that the *Times* now admits that "the faith formerly placed in quarterly meetings has become questionable, and every manufacturer, except of the higher class, is careless of trade regulations as to price, and does the best he can for himself." The *Birmingham Journal* is of opinion that till the enormous overproduction is lowered, either voluntarily or of necessity, no permanent rise of prices need be looked for. Meanwhile, however, instead of blowing out furnaces, new ones are actually in course of erection!

PRECAUTION AGAINST SACRIFICE OF LIFE BY FIRE AT SEA.—How strange it is that the over-and-over recurrence of such dreadful calamities as the destruction of the *Amazon* by fire, and the awful loss of life usually consequent on them, produce still no legislative interposition to remedy or abate the evil. Still no raft of mattresses, sofa-cushions, bolsters, pillows, squabs stuffed with cork fibre! Why should not only ships' beams and hulls, but their decks, doors, furniture, everything be framed of iron? We have seen that the material is susceptible of the most tasteful art-treatment in enamel, gilding, and inlaying. But, at least, why should not every ship carry (and be bound to do so) as many annular life-booya—stowed on deck, say, after the manner of ledgers in a counting-house—as there are passengers and crew on board? It is high time the subject were taken up in earnest.

"STEAM SUPERSEDED."—The Swedish Chargé d'Affaires in North America, says the *Edinburgh Post*, has officially announced to his government that Captain Ericsson, the distinguished Swedish engineer, has at last succeeded in solving the problem of the calorific engine. He has already constructed two, the one of 100 horse-power, and the other of 10. The large one is charged with air in 1 minute and 45 seconds, consumes scarcely any fuel, is proof against any possibility of accident, and requires only one man to attend it. The air is drawn in and expelled again, deprived of its warmth, which remains in the "regenerator." The next time Captain Ericsson visits England, he intends doing so in a calorific steamer.

A DIFFERENCE.—Please insert the following tenders for pulling down and rebuilding the Salmon and Ball public-house, Bethnal-green-road, for Mr. J. W. Cathie. Mr. J. Harrison, architect.

Wills	£1,089
Woodward	1,720
Pickford	1,597
Starkey	1,525
Day	1,518
Livermore	1,444
Perry	1,366
Higgs and Case	1,357
Bethell	1,250

—Z. Z.

TENDERS FOR CHURCH AT RUGBY.—What say you, Mr. Editor, to these tenders for a new church at Rugby: Mr. G. G. Scott, architect?—

Bockemuhl, Stevenston	£11,446 0
Green, Northampton	9,450 0
Godfrey and Green, Birmingham	9,348 10
Hadden and Hull, Rugby	8,445 5
Donkley, Blisworth	8,380 0
Cooper, Derby	8,324 10
Broadbent and Hawley, Leicester	7,570 0
Ireson, Northampton	7,535 0
Hall, Nottingham	7,267 0
Herrington, Warwick	6,566 0
Watson, Whitacre	6,052 0

* Accepted on certain conditions.